

MARKET IS BUOYED, CLOSING STRONG

Anticipation of Remarkably Good Bank Statement Keeps Prices Up.

STOCKS ADVANCE STEADILY

Due in Part to Manipulation to Minimize Result of Bank Failures.

(Special to The Times-Dispatch.)
New York, January 14.—Anticipation of a remarkably good bank statement buoyed the market to-day and closed it strong in spite of some liberal profit-taking by professionals. About the only stock to develop weakness was Goldfield Consolidated, and that was so well advertised that it did not disturb the rest of the market. The bank statement justified all companies had been expected of it, for deposits were in excess of loans for the first time in many weeks, and the gain in surplus showed an increase of \$15,957, while the average surplus was increased \$1,902,525. Actual deposits showed an increase of \$1,000,000, while actual cash increased \$26,129,000. Weakness in Goldfield Consolidated was due to official announcement made by the company that the reserve of one actually blocked out is sufficient to continue earnings for two and one-half years at the rate they were made in 1910. As practically all the profit of 1910 was paid in dividends, the street accepted this statement as a sign that the dividends of 1910 might be the last expected for two and one-half years, which would mean a \$6 a share. The stock broke to 5-1/2, but quickly recovered to 6-3/8.

Reports are in circulation of a deal soon to be announced between the St. Paul and the Frisco, whereby the Frisco will be furnished with money for an extension to Los Angeles. The extension is to be made by the Frisco, opening up a territory not touched by the Southern Pacific, with which Frisco has a close traffic alliance. The deal will let St. Paul have another outlet on the Pacific coast, and will make the road a real competitor with the other transcontinental systems. Semi-official announcement was made that St. Paul would need about \$15,000,000 later in the year, but that no preparations have been made to issue bonds.

Advance Steadily.—Stocks advanced steadily throughout the week. Wall Street was due partly to manipulation designed to minimize the bank failures, but it was also due largely to the strong technical condition of the market. Fundamental conditions are distinctly better, for although trade remains dormant, sentiment is more cheerful. The celebrity with which the Supreme Court is going ahead with the trust cases has inspired the whole country with confidence.

Chief among the stock market movements was that in Canadian Pacific, which went to a new high record. Announcement that dividend would be increased to 10 per cent. Other standard issues were firm, but no surprising advances were recorded. In the steel trade the event of the week was the selection of James A. Farrell, head of the export department of the trust, for its president. Mr. Farrell is not a Wall Street trader, and his selection was taken to mean that the future of the trust will be devoted to the sale of products while the presidents of the subsidiary concerns will be held responsible for actual production. The trust announced that unfilled orders on the books the last day of December were \$4,845,100, or \$150,000 less than end of November. The unfilled orders are at the lowest level on record. Following conferences of steel men, official announcement was made that prices will be maintained. In spite of these announcements it was reported that price cutting is in progress in many directions, and of the Pennsylvania for 1900 steel cars, was the largest plant.

The Pennsylvania Railroad Company asked its stockholders to vote on an issue of \$100,000,000 of new stock, of which 40 per cent. is to be paid immediately in cash. The money will be used partly to finance the New York terminals, and it is understood that some will be used to pay for Norfolk and Western stock.

Other financing reported or rumored included from \$100,000 to \$150,000 by the New York Central. This is officially denied, but the report persists. Union Pacific is said to be planning an early issue of part of the several hundred million dollars of securities prepared for issue. The reading will be \$150,000,000 of bonds falling due in June, and talk is that this will be refunded with stock. The Hudson companies will also have offerings to make.

Reappearance of Thomas F. Ryan as the active man in the local traction trust excited great interest. Mr. Ryan has been in the background for several years, but the tangle that has arisen out of the bid of the Interborough Rapid Transit Company for the subway has thrown the traction camp into such confusion that its old master has been called into active service.

George J. Gould will retire as operating head of the various Gould railroads as soon as a suitable successor can be found for him. Mr. Gould is assisting in the search. He will dispose of the Gould holdings in those roads, those being held as a permanent investment of the family, under the will of the late Jay Gould.

On the Curb.—The washboard Central, whose wild "washing" attracted general attention in Wall Street on Friday, subsided to respectable activity to-day, a total of less than 2,000 shares traded in.

Among the most active mining stocks were Ray Consolidated and La Rose.

In the Street.—Number of shares of stock sold to-day, 265,510; a year ago, \$59,400. Par value of bonds traded to-day, \$1,970,000; a year ago, \$2,765,000.

More idle equipment of all classes is reported by the American Railway Association committee on relations between railroads in its statement of surpluses and shortages as of January 4. The total number of cars idle on the day amounted to 110,132, an increase of 39,712 when compared with the number of idle on December 21 last.

Coffee held for the Brazilian government by the Valorization Commissioners will be liquidated in April to the extent of 1,200,000 bags, according to official announcement made to-day. It is understood that one-half of this has already been placed so that the sales will not interfere with the long campaign now going on in coffee.

Directors of the Seaboard Air Line

Official Range and Sale of Stocks in New York.

By THOMAS BRANCH & CO., Bankers and Brokers.							
SALES.	Open.	High.	Low.	SALES.	Open.	High.	Low.
Alta-Chalmers, pfd.	100	100	100	Alta-Chalmers, pfd.	100	100	100
2,700 Amalgamated Copper	64 1/2	64 1/2	64 1/2	2,700 Amalgamated Copper	64 1/2	64 1/2	64 1/2
Amer. Agr. Chem. com.	41 1/2	41 1/2	41 1/2	Amer. Agr. Chem. com.	41 1/2	41 1/2	41 1/2
Amer. Best Sugar, com.	41 1/2	41 1/2	41 1/2	Amer. Best Sugar, com.	41 1/2	41 1/2	41 1/2
400 American Can, pfd.	78 1/2	78 1/2	78 1/2	400 American Can, pfd.	78 1/2	78 1/2	78 1/2
100 American Car, pfd.	62 1/2	62 1/2	62 1/2	100 American Car, pfd.	62 1/2	62 1/2	62 1/2
100 American Car and Found., pfd.	118	118	118	100 American Car and Found., pfd.	118	118	118
100 American Cotton Oil, com.	58 1/2	58 1/2	58 1/2	100 American Cotton Oil, com.	58 1/2	58 1/2	58 1/2
Amer. Linsseed Oil, com.	11	11	11	Amer. Linsseed Oil, com.	11	11	11
Amer. Linsseed Oil, pfd.	30 1/2	30 1/2	30 1/2	Amer. Linsseed Oil, pfd.	30 1/2	30 1/2	30 1/2
Amer. Locomotive, pfd.	40	40	40	Amer. Locomotive, pfd.	40	40	40
Amer. Malt Co., pfd.	100	100	100	Amer. Malt Co., pfd.	100	100	100
7,000 American Smelting	70 1/2	70 1/2	70 1/2	7,000 American Smelting	70 1/2	70 1/2	70 1/2
100 American Sugar	100	100	100	100 American Sugar	100	100	100
1,500 Amer. Tel. and Tel. Co.	142 1/2	142 1/2	142 1/2	1,500 Amer. Tel. and Tel. Co.	142 1/2	142 1/2	142 1/2
100 American Tobacco, com.	42 1/2	42 1/2	42 1/2	100 American Tobacco, com.	42 1/2	42 1/2	42 1/2
100 American Tobacco, pfd.	94 1/2	94 1/2	94 1/2	100 American Tobacco, pfd.	94 1/2	94 1/2	94 1/2
100 American Cotton Oil, com.	58 1/2	58 1/2	58 1/2	100 American Cotton Oil, com.	58 1/2	58 1/2	58 1/2
2,700 Atchafalaya	100 1/2	100 1/2	100 1/2	2,700 Atchafalaya	100 1/2	100 1/2	100 1/2
200 Atlantic Coast Line	118	118	118	200 Atlantic Coast Line	118	118	118
A. C. L. of Connecticut	100 1/2	100 1/2	100 1/2	A. C. L. of Connecticut	100 1/2	100 1/2	100 1/2
1,500 Baltimore and Ohio	100 1/2	100 1/2	100 1/2	1,500 Baltimore and Ohio	100 1/2	100 1/2	100 1/2
3,000 Brooklyn Rapid Transit	70 1/2	70 1/2	70 1/2	3,000 Brooklyn Rapid Transit	70 1/2	70 1/2	70 1/2
100 Central Leather, com.	20 1/2	20 1/2	20 1/2	100 Central Leather, com.	20 1/2	20 1/2	20 1/2
100 Chesapeake and Ohio	20 1/2	20 1/2	20 1/2	100 Chesapeake and Ohio	20 1/2	20 1/2	20 1/2
100 Chicago Great Western	20 1/2	20 1/2	20 1/2	100 Chicago Great Western	20 1/2	20 1/2	20 1/2
3,000 C. M. and St. Paul	125 1/2	125 1/2	125 1/2	3,000 C. M. and St. Paul	125 1/2	125 1/2	125 1/2
100 Crucible Steel, com.	12 1/2	12 1/2	12 1/2	100 Crucible Steel, com.	12 1/2	12 1/2	12 1/2
100 Crucible Steel, pfd.	12 1/2	12 1/2	12 1/2	100 Crucible Steel, pfd.	12 1/2	12 1/2	12 1/2
100 Colorado Fuel and Iron	22 1/2	22 1/2	22 1/2	100 Colorado Fuel and Iron	22 1/2	22 1/2	22 1/2
100 Consolidated Gas	14 1/2	14 1/2	14 1/2	100 Consolidated Gas	14 1/2	14 1/2	14 1/2
100 Delaware and Hudson	100 1/2	100 1/2	100 1/2	100 Delaware and Hudson	100 1/2	100 1/2	100 1/2
100 Den. and Rio Grn., com.	30 1/2	30 1/2	30 1/2	100 Den. and Rio Grn., com.	30 1/2	30 1/2	30 1/2
100 Erie, com.	20 1/2	20 1/2	20 1/2	100 Erie, com.	20 1/2	20 1/2	20 1/2
100 Erie, pfd.	20 1/2	20 1/2	20 1/2	100 Erie, pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 4th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 4th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 5th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 5th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 6th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 6th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 7th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 7th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 8th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 8th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 9th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 9th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 10th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 10th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 11th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 11th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 12th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 12th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 13th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 13th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 14th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 14th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 15th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 15th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 16th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 16th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 17th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 17th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 18th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 18th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 19th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 19th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 20th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 20th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 21st pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 21st pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 22nd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 22nd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 23rd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 23rd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 24th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 24th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 25th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 25th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 26th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 26th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 27th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 27th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 28th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 28th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 29th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 29th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 30th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 30th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 31st pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 31st pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 32nd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 32nd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 33rd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 33rd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 34th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 34th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 35th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 35th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 36th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 36th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 37th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 37th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 38th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 38th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 39th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 39th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 40th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 40th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 41st pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 41st pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 42nd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 42nd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 43rd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 43rd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 44th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 44th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 45th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 45th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 46th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 46th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 47th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 47th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 48th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 48th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 49th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 49th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 50th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 50th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 51st pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 51st pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 52nd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 52nd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 53rd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 53rd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 54th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 54th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 55th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 55th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 56th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 56th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 57th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 57th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 58th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 58th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 59th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 59th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 60th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 60th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 61st pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 61st pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 62nd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 62nd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 63rd pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 63rd pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 64th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 64th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 65th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 65th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 66th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 66th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 67th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 67th pfd.	20 1/2	20 1/2	20 1/2
100 Erie, 68th pfd.	20 1/2	20 1/2	20 1/2	100 Erie, 68th pfd.			